

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5280

周五廿月八年二十三號光

FRIDAY, OCTOBER 12, 1906.

五卅

號二十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. A. J. Raymond, Esq.
E. Goetz, Esq. R. Shewan, Esq.
Hon. Mr. W. J. Grosson N. A. Siebs, Esq.
C. R. Lenormand, Esq. H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 3½ per cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.
CAPITAL FULLY PAID-UP...Sh. Tacls 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsimshau Yokohama
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder Berlin
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Wirschafer & Co.
Mendelsohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern a.m.
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koen.
Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER, Manager.
Hongkong, 9th October, 1906. [24]

NETHERLANDSche HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).
RESERVE FUND Fl. 5,000,000 (L. 417,000)
Head Office—AMSTERDAM,
Head Agency—BATAVIA.
BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2½ per cent. on daily balances.
Fixed Deposits 12 months 4½ per cent. per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½ do.
L. ENGEL, Agent.
Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. D. PERIN DORGE.
DIPLOMA: PARIS.
Latest Improvements including
PORCELAIN FILLINGS.
HOTEL MANSIONS,
Pedder Street,
Hongkong, 1st June, 1906. [26]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 13,700,000

Head Office—YOKOHAMA.
Branches and Agents:
TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHWANG.
SAN FRANCISCO. MUKDEN.
LONDON. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALIN.
KOBÉ. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

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For 3 months, 2½ per cent. per annum.
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Kobe Peking Singapore Tientsin
Tsimshau Yokohama

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Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder Berlin

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Wirschafer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m.

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Do. 3 do. 3½ do.

L. ENGEL, Agent.

Hongkong, 28th February, 1906. [25]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 9.30 a.m. Every 40 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 40 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 40 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 40 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.JUST ARRIVED
from Europe.FASHIONABLE
COSTUMESSmart, Well-cut and
Dainty.

Reasonable Prices.

A Choice Selection
of the
NEWEST AUTUMN
JACKETS\$14.50
Each.Some Up-to-date Light
and Medium-weight
TWEED
DRESS
SKIRTS

Well-made, Smart.

Also
DRESS FABRICS,
GLOVES, LACES,
TRIMMINGS,
BLUCUSESand a dozen of the
Very Latest
FEATHER
STOLES.

Inspection Invited.

Wm. POWELL,
LTD.,
HONGKONG.

Hongkong, 9th October, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]



GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days sight on the Lords Commissioners
of His Majesty's Treasury, London, will be
received by the Chief Paymaster, Army Pay De-
partment, until 11 A.M. on the 15th October, 1906.The Tenders to state the total amount (in
pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for less than £100.The Tenders to be in Duplicate, and in sealed
covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."The right to accept or reject any or all of the
Tenders is reserved.Copies of Forms of Tender can be had on
application.

J. R. CALEY,

Capt., A. P. D.,

H.M. Treasury Chest Officer,

His Majesty's Treasury Office,

Fletcher Street,

Hongkong.

Hongkong, 10th October, 1906. [597]



HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from
the Military Authorities that GUN PRACTICE
will be carried out as under:—

On MONDAY, the 22nd October:—

From Stonecutters' Island, North shore, in
a North-Westerly direction, at ranges
up to 4,000 yards, commencing at 6 A.M.,
and finishing at 8 A.M.

On SATURDAY, the 27th October:—

From Stonecutters' Island, North shore, in
a North-Westerly direction, at ranges
up to 4,000 yards, commencing at 2.30
P.M., and finishing at 5 P.M.If the weather is unfavourable on any of the
above dates, Practice will take place on the
following day.All ships, junks and other vessels are to
keep clear of the ranges.

E. JONES,

Assistant Harbour Master, &c.

Hongkong, 10th October, 1906. [593]

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has
been appointed to enquire, into and report on the following matters, viz.:—1. Whether the administration of the San-
itary and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out is satisfactory,
and, if not, what improvements can be
made.2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.The Commission earnestly invite the
inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.Any person examined as a witness in the
opinion of the Commissioners makes a full and true disclosure
touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,

Secretary.

Hongkong, 6th July, 1906. [709]

Auctions.

BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.THE VERY VALUABLE RECLAMA-
TION PROPERTY,
known as the REMAINING PORTION OF
THE EXTENSION TO THE REMAINING
PORTION OF MARINE LOT 88 containing
an area of 1,671 square feet upon which stand
the houses known as 1 BONHAM STRAND
WEST and 185 WING LOK STREET
will be offered for sale by

PUBLIC AUCTION,

ON

MONDAY,

the 15th day of October, 1906,

BY

Mr. GEO. P. LAMMERT,
at his Sales Rooms, No. 3, Duddell Street,
at 3 o'clock in the afternoon.The Purchaser on completion of his pur-
chase will be entitled to surrender the premises
purchased by him to the Crown and to call for
a Crown Lease of the same for 999 years as
from the 27th day of September, 1854, at the
Annual Rent of \$54. The Purchaser will be
required to take up such Crown Lease as soon
as practicable after completion.For further particulars and conditions of
sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

8, Des Vaux Road Central,

The Vendor's Solicitors,

or to

The Auctioneer,

Mr. GEO. P. LAMMERT,

3, Duddell Street,

Hongkong, 4th October, 1906. [980]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Mrs. BARNES LAWRENCE, to sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 16th October, 1906, at 2.30 P.M., within her
residence, the "Chale," Peiki.

THE WHOLE OF HER

VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 11th October, 1906. [998]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,

of

VALUABLE LEASEHOLD
PROPERTY,

situate at Lan Kwai Fong, in the Colony of

Hongkong,

ON

TUESDAY,

the 16th day of October, 1906, at 3 P.M.,

BY

Mr. GEO. P. LAMMERT,

Auctioneer,

at his Sales Rooms, Duddell Street, Victoria.

The Premises are registered in the Land
Office as SECTION A OF INLAND LOT NO. 1,263
with the Message thereon, known as No. 6,
Lan Kwai Fong, and are held from the Crown
for the residue of a term of 999 years.

Annual Crown Rent \$5.76.

For further particulars and conditions of
sale, apply to—

Messrs. EWENS, HARSTON & HARDING,

Vendor's Solicitors.

Hongkong, 3rd October, 1906. [976]

PUBLIC AUCTION.

THE Undersigned have received instructions
from Messrs. SHIZWAN, TOME & CO.,

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 19th October, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

The Spanish Steamer

"NEIL MACLEOD,"

(as she now lies in Yau-ma-ii Bay),

Conditions of Sale:—

The Ship will be sold as she now lies with
all Fixtures, Gear, &c., &c.TERMS—Cast before delivery; 25% of the
purchase money to be paid on the fall of the
Hammer, balance and clearance to be effected
within 7 days after date of sale.Inspecting orders can be obtained from the
Undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 11th October, 1906. [999]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.

NOTICE is hereby given that a quantity of

CARGO salved during and since the
Typhoon of the 18th September, 1906, and at
present lying in this Company's Kowloon

Godowns, will be sold by Public Auction on

MONDAY, October 22nd, at 11 A.M., if not
previously claimed.The Cargo can be inspected at any time
upon application to the Undersigned.

R. J. MAGGOWAN,

Acting Secretary.

Hongkong, 10th October, 1906. [1000]

Entertainment.

A SPECIAL SALE
will be held at theITALIAN CONVENT,
ON BEHALF OF THE

POOR ORPHANS.

On the 18th, 19th and 20th instant, at 2 P.M.,

of LADIES' AND CHILDREN'S UNDER-
CLOTHING, DRESSES, &c., with Lace and Embri-
dery made by the inmates of the Convent,

as well as other ornamental articles.

The Articles will be all priced.

The Superiority hopes to receive a large
share of the public patronage and acknowledges
the many proofs she had had of their kindness
and charity.

ITALIAN CONVENT,

28, Caine Road.

Hongkong, 9th October, 1906. [988]

Names of Animals.

We find more than one wild animal which
practices and enjoys a sliding play. Oters go
in for regular tobogganning. First choosing a
steep, sloping river bank where the soil is of
clay and the water at the bottom fairly deep,
they set to work and carefully remove all the
sticks and loose stones which might get in their
way, and then the fun begins. Climbing up
the bank at some spot where it is not too steep,
the first otter goes to the head of the slide, lies
down flat on his stomach, gives a kick with his
hind legs, and down he glides, head foremost,
into the water. The second follows his leader's
example, and then the third, as rapidly as they
can. The bank soon becomes smooth and
slippery and the faster they travel the more
the others enjoy it. They keep on and on until
quite tired out, and will come back to the same
spot day after day, to renew their game. So
common is this practice on the part of otters
that the relentless trapper long ago came to
know it well and makes a practice of setting
his trap just where the poor little beasts leave
the water to climb afresh for another slide, and
hardly ever fails to secure the leader, generally
the old dog-otter.With others this tobogganning is not, merely
a summer pastime. In winter they have the
same amusement, the only difference being
that they choose a snow bank instead of a mud
one.With others this tobogganning is not, merely
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Entimation.



"STILL LEADING."

WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 28th September, 1906. [34]

NOTICE:
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$13 per annum.

The Pan-American Congress has practically completed its work. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph
HONGKONG, FRIDAY, OCTOBER 12, 1906.

TYphoon RELIEF.

Those cavaliers who appear but too prone to find fault with the apparent indifference in the prompt distribution of the large funds raised for the sufferers by the great typhoon of last month, have but a poor conception of the stupendous labours involved in the sifting of the large number of cases of appeals for relief by the General Committee charged with the onerous duty of administering the funds so generously contributed within and without the Colony. During the whole of this week a Board consisting of twelve members of the Sub-Committee, whose constitution has already been made public in these columns, has been sitting as a Board of Investigation, from an early hour in the forenoon till late in the afternoon inquiring into the very large number of claims for assistance. The Board meet daily at the Tung Wa Hospital. That an idea may be gained of the stupendous work with which the committee of twelve gentlemen have to cope, it may be stated that already over a thousand claims have been submitted and each and every one of them carefully and minutely examined. It is not expected that all the appeals can be disposed of until next week. By that time it is believed the records of each individual claim will have been completed when a whole history of the petitions for help will have been carefully compiled and submitted to the General Committee for adjudication. It is then, and not until then, that the distribution of the

funds will commence. The charge of inordinate delay in apportioning the reliefs will thus be seen to have been frivolous; at any rate premature. That there exists the suspicion of bogus claims upon the charity of the community, must be accepted as a certain possibility, which in no wise minimises the duties and responsibilities of the Sub-Committee in scrutinizing carefully and conscientiously the merits of each individual case. Besides examining so large a number of applicants for help, the duties of the Committee embrace also the care and the superintending of the housing of some three hundred and fifty people left destitute by the great typhoon. To provide accommodation for so large a number of people, three houses have had to be rented, there being no room in the Tung Wa. It may be incidentally mentioned that the Sub-Committee lost one of its most valued and active members by the untimely death of the late Capt. Barnes-Lawrence who, as stated by the Governor at yesterday's meeting of the Legislative Council, fell a victim to his care for the interests of the Colony. The vacancy caused by the Harbour Master's death was offered to his efficient *locum tenens*, Mr. E. Jones, who, by force of circumstances, had to decline the appointment by reason of the tax on his time in carrying out of the official duties pertaining to his own Department. On the return of the Hon. Mr. A. W. Brewin, Registrar General, he took his seat as Sub-Committee board *ex officio*, Mr. E. A. Irving, who acted during Mr. Brewin's absence, retiring in the latter's favour. Owing, however, to Mr. Irving's connection with the initial working of the Committee he was invited to fill the place of Capt. Barnes-Lawrence, deceased; which invitation has been accepted. From the above it will be patent to our readers and to the benevolent subscribers to the Relief Fund that the gentlemen entrusted with their administration are not sitting with folded arms. They have gone about their self-imposed task in a very businesslike fashion, and if more expedition is not apparent to the ordinary man in the street in the matter of distributing the money, it is certainly due to no hole-and-corner system in regulating the details of a complex affair whose management requires not a little tact and a great deal of judgment and care.

LOCAL AND GENERAL.

At the Central Sanitary Office yesterday, Hon. Dr. Atkinson conveyed the thanks of His Excellency the Governor to all sanitary inspectors who had been instrumental in saving life and to those who had diligently carried out the extra work caused by the recent typhoon.

A BOARDING house runner went aboard the steamer *Hongkong* yesterday, while she was entering the port, without the captain's permission, and got arrested. He explained at the Police Court this morning that he went on board on business. He was told that his business could have waited until the ship was at her anchor. Fined \$5.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

By kind permission of Lieut.-Col. A. G. Fittion, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 13th inst.

March..... "Liberty Bell"..... Sousa.
Overture..... "Le Chevalier Blanche"..... Aubert.
Valse..... "Lysistrata"..... Gluck.
Selection from..... "The Catch of the Season"..... Baker.
Song (Coral Solo)..... "Kilimay"..... Hale.
Gavotte..... "Wedding Bells"..... Hinman.
Sketch..... "Down South"..... Middleton.
God Save the King.

THREE Spanish ships captured by Admiral Dewey in Manila Bay, May 1, 1898, were sold by the navy department, Washington, Aug. 21, for \$103. These ships were advertised at several Asiatic ports, the total cost of advertising being \$28, and the navy department is well satisfied that the bids were sufficient to cover the expense of advertising. The three ships are the *Albay*, *Manileto* and *Mindanao*. They have been stripped of everything moveable and are simply old hulks, practically useless for any purpose of the navy.—*News and Courier*.

A PRACTICE, which is extremely dangerous, but which is common among native boatmen, is that of leaving dangerous goods uncovered when such cargo is on their boats. Not very long ago a junk master was heavily fined for committing this offence. He had on board his junk a cargo of gunpowder. The cargo was in no way protected. A lighted stove was burning merrily not far away from the explosives, yet not one on board the junk gave a thought of what one spark from the stove blown in the direction of the gunpowder could have done. This morning, Sergeant Avis, of Kennedy Town Police, prosecuted the master of junk No. S61 H before Mr. H. H. J. Gompertz for failing to properly cover a cargo of kerosene oil which was aboard his boat yesterday, while she was at anchor off West Point. The boatman admitted that he had made a mistake and not until then, that the distribution of the

No. Chung Shang, a broker, residing at No. 48 Graham Street, was arraigned before Mr. F. A. Hazelard, at the Magistracy this morning, on a charge of grand larceny. The complainant was Leung Sik Cheung. The defendant, who was defended by Mr. Otto Kong Siog, was alleged to have stolen from the complainant a deposit receipt made out on the Fu Chung Bank for \$4,000, on the 20th August last. The case was a journed.

AMONG the passengers arriving by the s.s. *Tamang* to-day was Mr. Kenilworth Gentry, advertising manager of the *Manila American*. Mr. Gentry is visiting Hongkong on business for his paper, but will probably return to Manila by the s.s. *Dakota*, his paper desiring to have a representative with the *Otis tourist* party, when they arrive in his city. This is the first time Mr. Gentry has been outside of Manila for six years.

"I DID not see anybody near the thing, so I thought it belonged to no one, and took it." I had no intention of stealing it." Such was the excuse tendered to the Bench by Chinn Sing Kang, a coolie, who arrived here this morning by the s.s. *Hawea*, when he was charged before Mr. H. H. J. Gompertz with stealing a bundle of clothing from the ship. His Worship sent him in for fifteen days and ordered him to be exposed in the stocks for six hours near the Canton boat wharf.

By kind permission of Lt.-Col. Price, D.S.O., and Officers, the Band of the 12th Baluchis will play the following programme of music at the King Edward Hotel, during dinner at 8 p.m., on Saturday, the 13th inst., weather permitting.

March..... "Le Pionnier"..... Souza.
Selection..... "Le Pionnier"..... Souza.
Valse..... "Le Pionnier"..... Souza.
Gavotte..... "Le Pionnier"..... Souza.
Selection from Henry VIII..... Gounod.
"The Earl and the Girl"..... Monckton.
Gavotte..... "The First Kiss"..... Schubert.
"Dividend"..... Halles.
"Die Schule"..... Halles.
God Save the King.

Two Arabs, one named Jeremiah, a foreman of No. 74, Wan Chai Road, and the other Solo Lekki, alleged to be a merchant, residing at 10, 52, Peel Street, were arrested yesterday and placed before Mr. H. H. J. Gompertz, at the Police Court, this morning, charged with assaulting one P. S. Levi, a broker, of No. 23, Elgin Street. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendants. The complainant, who is still in hospital, suffering from a stiff neck, was alleged to have had a quarrel with the defendants, when the latter seized him by the throat, as it is stated, and threatened to choke him. The case was adjourned until Monday next, the date complainant is expected to leave hospital.

A RICKSHA coolie by name Ng Cheung was charged at the instance of Inspector Gourlay, at the Police Court, this morning, before Mr. Gompertz, with stealing a pair of service boots, valued at \$2.50, the property of George Pateman, a sailor of H.M.S. *Flora* last night. Defendant denied that he stole the boots. The sailor engaged the ricksha and drove to the Seamen's Institute, Wan Chai, where he told the coolie to wait as he had some business to transact. He left the ricksha and went into the institute, leaving a parcel containing the boots on the seat of the vehicle. A *lukong* who was near by saw that as soon as the sailor had disappeared into the premises the coolie picked up his ricksha and went away. The policeman (No. 216) followed and arrested the coolie. The coolie said that he was going to his stand to wait the return of the sailor, but the police stated that the nearest ricksha stand in that locality was in the next street. His Worship sentenced the coolie to fifteen days' imprisonment and six hours' stocks.

LAI KIN, a hawker, residing at No. 44, Third Street, who says he is on a few days rest, found his way before Mr. H. H. J. Gompertz, this morning, on a charge of stealing \$10, in small coin, from the pocket of a Shanghai blacksmith, in Des Vaux Road, yesterday afternoon. The complainant, who arrived in the Colony a few days back, left his boarding house yesterday afternoon and went for a walk. He was accompanied by another Shanghai hawker. When they got on to the side walk in Des Vaux Road Central, said the complainant, the accused bumped against him and in the twinkling of an eye his pocket was cut and \$10, which he had in the pocket, changed owners. Campionian and his friend seized defendant by the queue and dragged him into a shop, but the \$10 had already been passed to a conederate, who escaped. The defendant was then turned over to the police. Accused said he was a *soki* to a hawker and was taking a few days' rest. He would never rob a countryman. Fined \$5.

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completed its work. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

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The Hongkong Telegraph
HONGKONG, FRIDAY, OCTOBER 12, 1906.

TYphoon RELIEF.

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Dr. Laird, medical officer for Crewe, in a report to the local health committee, points out that in the first seven months of the present year there were exactly 101 fewer deaths than in 1905. The association of flies with certain ailments, resulting from the transfer of flies by their agency of infective materials to food, has been fairly proved. To the absence of the usual summer plague of flies, Dr. Laird says must be attributed a large share of this freedom from disease and death. He adds that, although it is impossible to appreciably reduce the number of flies, it is easily within the reach of householder and shopkeeper to protect articles of food from becoming infected. The new by-laws compelled all milk dealers to keep covers on their vessels, and there was absolutely no reason why all articles of food should not be protected in a similar way.

1.—**BENDING FACE**—In and out between 8 flags, with a run of about 40 yards. Start from a p.m. indicated, leave the first flag on your left hand, the second on your right and so on, turning right-handed round the eighth; on the return journey pass the seventh flag on your left hand, the sixth on your right and so on. To be run in heats if necessary.

1.—Mr. H. D. Belgrave 9—Mr. A. F. B. Livesey.

2.—Capt. C. H. Colman 10—Mr. C. G. Mackie.

3.—Mr. W. A. Cruickshank 11—Mr. G. C. C. Master.

4.—Mr. H. B. L. Dow 12—Mr. R. F. C. Master.

5.—Mr. W. S. Dupree 13—Mr. D. Menocal.

6.—Hon. Mr. W. J. Gres 14—Mr. G. C. Moxon.

7.—Mr. J. E. Gresson 15—Mr. C. H. Ross.

8.—Mr. L. N. Leefe.

9.—PICKING UP HAT—Ride over hurdle to a point indicated, pick up your hat placed on ground without dismounting. Return home over same course with hat on head. Ordinary sun hat to be used.

1.—Mr. H. D. Belgrave 6—Mr. L. N. Leefe.

2.—Mr. Bruton 7—Mr. C. G. Mackie.

3.—Capt. C. H. Colman 8—Mr. R. F. C. Master.

4.—Mr. W. S. Dupree 9—Mr. D. Menocal.

5.—Hon. Mr. W. J. Gres 10—Mr. G. C. Moxon.

6.—Mr. J. E. Gresson 11—Mr. C. H. Ross.

7.—RUNNING, LEADING AND MOUNTING COMBINATION OVER A HURDLE—Conditions:

Start from flag, dismount, run and lead pony over first hurdle. Mount and ride over second, dismount over third hurdle, run and lead pony over fourth hurdle.

1.—Mr. H. D. Belgrave 7—Mr. L. N. Leefe.

2.—Mr. Bruton 8—Mr. A. F. B. Livesey.

3.—PICKING UP HAT—Ride over hurdle to a point indicated, pick up your hat placed on ground without dismounting. Return home over same course with hat on head. Ordinary sun hat to be used.

1.—Mr. H. D. Belgrave 6—Mr. L. N. Leefe.

2.—Mr. Bruton 7—Mr. C. G. Mackie.

3.—Capt. C. H. Colman 8—Mr. R. F. C. Master.

4.—Mr. W. S. Dupree 9—Mr. D. Menocal.

5.—Hon. Mr. W. J. Gres 10—Mr. G. C. Moxon.

6.—Mr. J. E. Gresson 11—Mr. C. H. Ross.

7.—DRIVING POLO BALL IN PATRS.—Alternate

hits, up the ground round a flag and back again, finishing through goal posts.

1.—Mr. H. D. Belgrave 1—Mr. W. J. Gresson.

2.—Mr. W. A. Cruickshank 2—Mr. C. H. Colman.

3.—Mr. H. B. L. Dow 3—Miss Joan Master.

4.—Mr. W. S. Dupree 4—Mr. R. F. C. Master.

5.—Hon. Mr. W. J. Gres 5—Mr. D. Menocal.

6.—Mr. J. E. Gresson 6—Mr. G. C. Moxon.

7.—LADIES' NOMINATION—ROSETTES AND BARRELS—Conditions:

Each lady will be presented with a coloured rosette. Corresponding rosettes will be hidden in one or other of several barrels placed in different parts of the course. Start from flag, ride over hurdle to the barrel of your choice.

Having found a rosette mount and ride home over hurdle. The lady holding the

corresponding rosette to that brought home first to win.

Nominated by

1.—Mr. H. D. Belgrave

2.—Mr. Bruton

3.—Capt. C. H. Colman

4.—Mr. W. A. Cruickshank

5.—Mr. H. B. L. Dow

6.—Mr. W. S. Dupree

7.—Hon. Mr. W. J. Gresson

8.—Mr.

TELEGRAMS.

[Reuters.]

H. M. S. "Dreadnought."
London, 10th October.The *Dreadnought*'s eight hours' full speed of 22 knots was developed without any vibration.The Newfoundland Fisheries.
The agitation against the American *modus vivendi* is increasing, and the Clergy of all creeds are urging the Government to take vigorous action with the object of nullifying it.

Two Colonial cruisers have been ordered to Bay Islands to begin patrolling.

Later.

The Foreign Office has published a full summary of the *modus vivendi* with America concerning the herring fisheries.

Great Britain undertakes not to enforce a law recently passed by the Newfoundland legislative, aimed expressly at preventing American fishermen from profiting by local advantages. Great Britain also consents to Americans using purse seines, to which Newfoundlanders particularly object.

America, on the other hand, agrees that there shall be no fishing on Sunday and to conform to certain Colonial regulations, and also undertakes to ship no Newfoundlanders for work in American vessels, except outside territorial limits.

The indignation in Newfoundland is wholly unassuaged by the publication of the *modus vivendi*, and the Imperial Government is accused of trampling on Colonial rights.

The Colony is firmly resolved to use every means to cripple American fishermen.

Result of the Cesarewitch.

- 1.—Mintagon.
- 2.—Bibiani.
- 3.—Royal Dream.

LOSS OF THE "CHARTERHOUSE."

DETAILS OF THE SHIP.

This is the most serious disaster to a Singapore ship since the loss of the *Bentan* by collision in 1878, says the *Singapore Free Press* of 5th inst.It would appear that the *Charterhouse* has been lost with practically all hands, and local inquiries bear out the terms of the wire sent us from Hongkong. The *Charterhouse* left Singapore on Sept. 22 bound for Hainan, which is the chief port of the island of Hainan. She had on board as far as we can ascertain about 270 Chinese passengers, the majority of whom were coolies. There also being some Chinese cabin passengers. It is stated locally that the ship's staff of Europeans consists of six only and an Indian doctor. Our wire says six Europeans lost, and one saved. This probably means five Europeans and the Indian doctor have been lost. There seems no other way of making up the figures.The *Charterhouse*, it is believed, reached Hainan safely and landed most of her passengers, and the agents think that possibly the loss occurred after the vessel left Hainan for Hongkong, as otherwise it is impossible to reconcile the figures in our telegram with those of the Agents.The *Charterhouse* has been one of Wee Bin's fleet since 1899. She was thoroughly overhauled in Keppel Harbour docks in 1904, and a new boiler put in and the loss of the ship is roughly estimated to mean a loss of \$175,000. As she was carrying also a valuable cargo of sugar, it will be seen that the total loss will be a very serious matter. The *Charterhouse* was registered locally in 1895. She was previously the *Stentor*, and was built in Greenock in 1875. Her dimensions were 314 ft. long, 35 beam, 26 draught, 1 Hertongue was 1,278 net and 2,025 gross and indicated horse power 250.The European officers on board the *Charterhouse* were:—Clifton, captain.
A. Farquharson, first officer.
A. Griger, second officer.
W. Dowse, chief engineer.
C. Forbes, second engineer.
Mannerman, third engineer.
H. Pillway, doctor.

This is practically the same personnel as had been on the ship for some voyages, the only alteration last time being in the position of third engineer. Capt Clifton was a young man about thirty-eight years old, and Dowse, the chief, was about fifty.

It has been impossible up to the present to ascertain if any of the men leave wives and families, with the exception of the doctor, who is known to be married and who practised for some years in Singapore. Clifton was a good mariner and had had experience in the Glen line, if our information is correct. Until the full story of the chief engineer comes to hand it is impossible to say absolutely what lives have been lost, but it is feared that the details are correct in every respect.

The *Kohlschang* which effected the rescue of the survivors from the raft was probably returning from Hongkong at the time. She is one of Behn Meyer's ships.

The 22-ton bell at the Church of the Sacred Heart in Paris is tolled by electricity. A single boy can thus do the work which formerly took five men.

THE BOYCOTT LEADERS.

RELEASE OF PRISONERS.

POPULAR DEMONSTRATION.

[From Our Own Correspondent.]

Canton, 11th October.

Upon surrenders given by the different charitable institutions, schools, etc., Messrs. Ma, Pun, and Ha, the boycott leaders, were released by the Nam Hoi Magistrate yesterday afternoon. After their release the Magistrate invited them to dinner. A large crowd waited for their appearance outside the prison. As soon as they appeared a wild cheer was raised and they addressed the assembly, thanking them for their sympathy. Several congratulatory telegrams were received by these gentlemen from different ports, during the afternoon.

NATIONAL HEROES.

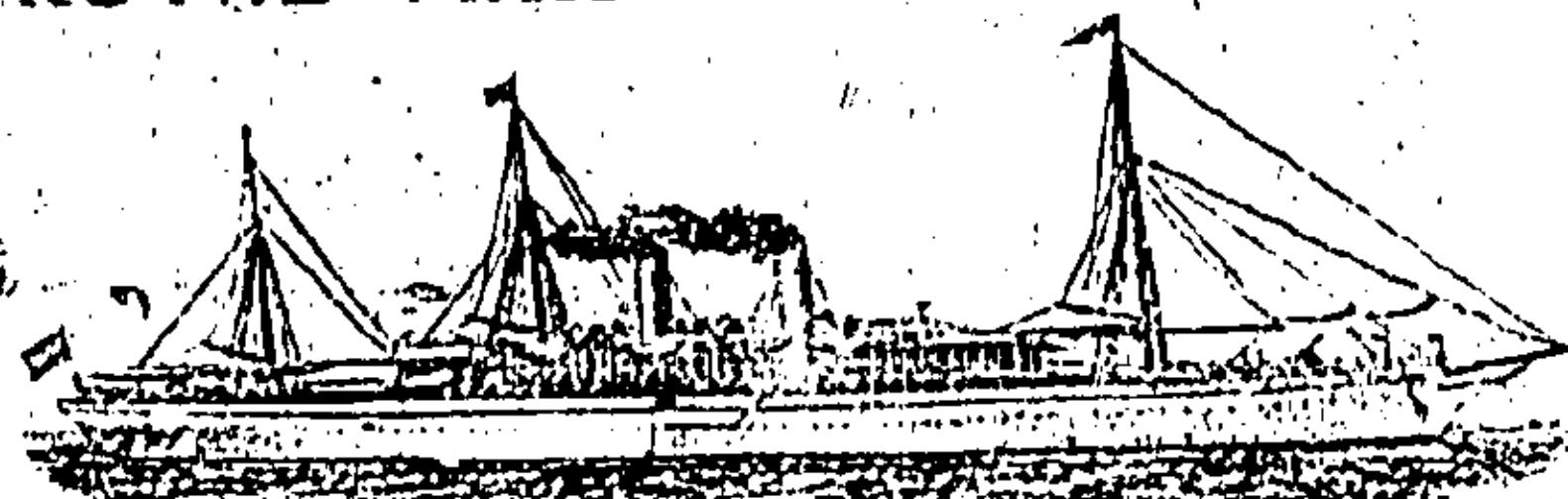
[From a Correspondent.]

Canton, 10th October.

It was soon known that H. E. Viceroy Shum had consented to release the three so-called leaders, or promoters, of the late American boycott, who were then incarcerated in the Nam Hoi gaol. The release was to take place on the 10th inst., at 10 o'clock a.m., according to Messrs. Ng, Gai Ming, To King Yung, and Sui Shiu Nam, representing the Shui Siu Tong Charitable Association, took chairs to the Nam Hoi Yamen, to see Mr. U., the Magistrate, and after an interview of half an hour, his Worship gave orders for the release of Sun and Ha, two of the ringleaders, and to have them brought to the Flower Hall. On arrival of the two men there Mr. Ng stepped forward and congratulated them upon their release, and the multitude with which they had borne their imprisonment, and said that he had been specially deputed to receive them on their release. Mr. Ha replied that they had known for some time—in fact from first to last—that the members of the delegation had been looking after and working for them. Mr. Ng then said, he was very sorry to learn the story of Mr. Chong Hung Yau, which had led to the imprisonment, when Mr. Pun said "Let us forget what is past." Mr. Ho King Tong then informed the two men that he understood that it was the intention of the Board of Education to bring a band to escort Mr. Ha and Mr. Pun to their residences, but the speaker thought that it was better not, as they, the three members of the delegation, and the released men had already offended the Americans, and they feared that if the men were released with so much ostentation the American Consul might take the matter up. Mr. Ho King Tong then said he was of opinion that the best thing the men could do would be to return to their own country in a launch which had been specially prepared and held in readiness for that purpose. In the meantime he thought the men should communicate with the Board of Education, requesting that no public demonstration take place so that, (1) no bad feeling may be created, (2) the Charitable Board may not be brought into disrepute, but protected; and (3) that all may be done without any trouble. His Worship, Magistrate U., thought that what Mr. Ng had said was quite right, and told the delegation to reply to the Board of Education in these terms. At that time there were about 100 professors and teachers of the colleges, and over 1,000 scholars in their uniforms and others at the Yamen gate, 1,000. Ma and Pun then told the waiting crowd what the Magistrate had said to them, at which they became exceedingly enraged. A few of the teachers then accompanied Pun and Ha, who returned to the Magistrate, and one of the former said to the Magistrate that, as they had made up their minds to receive their friends (referring to the released men), they would not go away quietly unless they had an undertaking that within two hours' time Messrs. Ha, Pun, and Ma would be granted permission to proceed to the Kwong Chai Hospital, as only so would the crowd outside be satisfied. The Magistrate replied that he would grant the permission asked for; but as Ma, one of the three men concerned, was then at the Pun Yu Yamen, he, the Magistrate, would telephone for him to come there, so that all three might go together. Upon this Pun and Ha returned to the waiting crowd at the gate, and told them what the Magistrate had promised them, which gave the crowd great pleasure. Not long after this Ma arrived in a chair from the Pun Yu Yamen, and as soon as the waiting crowd recognized him they clapped their hands, and shouted in welcome, as the chair passed in at the Yamen gate. A messenger then came out and said that the Magistrate was going to deliver an address in the big hall, and asked those waiting to attend there. This Ma, the Magistrate, would telephone for him to come there, so that all three might go together. Upon this Pun and Ha returned to the waiting crowd at the gate, and told them what the Magistrate had promised them, which gave the crowd great pleasure. Not long after this Ma arrived in a chair from the Pun Yu Yamen, and as soon as the waiting crowd recognized him they clapped their hands, and shouted in welcome, as the chair passed in at the Yamen gate. A messenger then came out and said that the Magistrate was going to deliver an address in the big hall, and asked those waiting to attend there. 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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 3 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	SATURDAY, October 20	November 12
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25	November 12
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19
"EMPEROR"	steamer	will depart from Hongkong at 4 P.M.	

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register.

Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register.

The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class, \$14 St. Lawrence, £60. via New York £62.

Hongkong to London, Intermediate or Steamers, and 1st Class on Railways.

R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 6th October, 1906. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	ON SANG	SATURDAY, 13th October, 4 P.M.
SHANGHAI VIA SWATOW	YU HONG SANG	SUNDAY, 14th October, Daylight.
SGAPORE, PENANG & CALCUTTA	LAI SANG	TUESDAY, 16th October, 3 P.M.
MANILA	YUEN SANG	WEDNESDAY, 17th October, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR

STEAMERS. TO: SAIL.

NINGPO and SHANGHAI	"SHAOHSING"	13th October.
SWATOW, SHANGHAI, CHEFOO and NEWCHWANG	"KWEIYANG"	13th
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"HUICHOW"	15th
SHANGHAI and CHINKIANG	"TIENSIN"	16th
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAMING"	16th
CEBU and ILOILO	"CHINGTU"	17th
YOKOHAMA and KOBE	"SUNGKANG"	18th
SHANGHAI	"TAIYUAN"	19th
YOKOHAMA and KOBE	"KUOKANG"	20th
SHANGHAI	"YOCHOW"	24th

Taking Cargo on through Bills of Lading to all Vauguet and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th October, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th October, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 20th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 8th October, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship About

"SOUTH AMERICA" 16th October.

"BRAEMAR" 20th November.

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 8th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN via SHANGHAI.

REHENANIA Capt. v. Hoff 1st November.

HOHENSTAUFEN Jaeger 2nd December.

SILESIA Bable 2nd January.

SCANDIA v. Doehren 1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON via HAVRE) and HAMBURG.

HABSBURG Capt. Filler 2nd November.

REHENANIA v. Hoff 14th December.

HOHENSTAUFEN Jaeger 11th January.

SILESIA Bable 22nd March.

SCANDIA v. Doehren 5th April.

HABSBURG Filler 17th May.

REHENANIA Jaeger 14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, SITHONIA 19th October.

FOR YOKOHAMA & KOBE SEGOVIA 20th October.

FOR SHANGHAI, KOBE & YOKOHAMA, RENANIA 1st November.

FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughs to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Fries, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE, ANTWERP and HAMBURG SENEGAMBIA 7th Oct.

FOR NAPLES, HAVRE and HAMBURG AHSBURG 2nd Nov.

FOR HAVRE, ANTWERP and HAMBURG TRUTONIA 10th Nov.

FOR HAVRE, BREMEN and HAMBURG BRISGAVIA 16th Nov.

FOR HAVRE and HAMBURG SEGOVIA 20th Nov.

FOR HAVRE and HAMBURG SITHONIA 30th Nov.

FOR NAPLES, HAVRE, BREMEN & HAMBURG RENANIA 14th Dec.

FOR HAVRE and HAMBURG C. FERD. LAEISZ 2nd Dec.

FOR NAPLES, HAVRE, BREMEN & HAMBURG ANDALUSIA 28th Dec.

FOR HAVRE and HAMBURG ALESIA 11th Jan.

FOR HAVRE and HAMBURG ALESIA 25th Jan.

Hongkong, 12th October, 1906. [654]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIA."

Captain Barillon, will be despatched as above.

on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th October, 1906. [611]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"CAPRI."

Captain Belizite, will be despatched as above.

TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in

Victoria Dock.

For further Particulars regarding Freight

and Passage, apply to

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Stammers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN, and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS

STORIES OF CASTAWAYS.

SUGGESTED BY THE FINDING OF A STRANDED HULL ON A CHILIAN ISLAND.

Like the old time Roman poet, some of the pioneers in exploration shuddered at the watery mountains in motion; but they were driven seaward, in many instances, against their wills, by adverse gales. The virile Vikings, long before Columbus put in an appearance, had accidentally discovered what is now known as North America; and Leif, son of Eric the Red, is said to have founded colonies 900 years ago where Boston and New York now stand. Island after island in the Pacific was doubtless peopled in some measure by castaways who had started out from some lonely islet under auspicious omens, intending to return at nightfall, who were caught in an unexpected cyclonic storm and driven many miles to leeward of their island home. Some of them perished miserably at sea; some died from exhaustion, after arrival at an unknown land, and some remained just where they came. A recent number of the *Chilean Times* reminds us that even in the twentieth century successors to Robinson Crusoe are not altogether unknown, although their wanderings do not always have so happy a termination. It is reported that on the shore of Guano Island there have been discovered the remains of a ship's hull, many packages of cargo, a number of skeletons, and a ship's spyglass bearing the inscription *Cus deon Aegypti*.

Some years ago the American ship *Joseph Spinnaker*, when about two hundred miles from the Pellew Islands, was wrecked on an old chief and five other men of Mathematics who had been blown out to sea in an open boat. They had been eighteen days without food, were just about to kill and eat the sixteen-year-old son of the chief when the vessel bore down on the curious object to reconnoitre, and two of the castaways died despite the most careful nursing and the good food supplied to them by the master of the *Joseph Spinnaker*.

While on her way from Australia to China the American bark *Teakbury L.* was wrecked on one of the Caroline Islands during a hurricane. The castaways lived with the savages for seven months; then, grown tired of involuntary exile, they sailed 1,000 miles in boat and canoe, and were eventually picked up by another vessel and taken to Honolulu. A few of the old-time American whalers met with curious adventures in the Pacific Ocean and the men not infrequently preferred a life of sensuality and ease on one of the islands rather than risk their lives in pursuit of the crafty cetaceans for a return scarcely worth mentioning. Commodore Wilkes, U.S.N., in his renowned exploration cruise saw several American whalers during a run of a few miles, and Capt. Coffin of the Plymouth whaler *Mary and Martha* spoken by Commander Wilkes to the south-east of New Zealand, in 1840 reported that there were at least 200 similar shipfishers in the neighbourhood. One of these whalerships in 1844, under Capt. Fogg, happened on the descendants of the castaways known for all time as the *Beauty* mutineers, who, after sending ashore their remnant crew and those who refused to join in the mutiny had settled at Pitcairn Island with some male and female natives of Otaheite. Capt. Fogg apparently did not disclose his find, for six years had elapsed before the island was again visited by any one, and on the out-of-the-world. Four years ago a fine Scotch bark, the *Angela*, was wrecked on a reef six days after leaving Cavite, in the Philippines. Seventeen survivors remained on the reef until two rats had been constructed and then attempted to reach the nearest dry land. During the night the small raft with five men dead, passed and the twelve men of the large craft were fated to undergo a most terrible experience. After drifting twenty-five days, destitute of food and water, two men went raving mad and drowned the selves. Next day a French sailor killed the mate with an axe, quenched his thirst with the murdered officer's oil and was later on killed by the second mate. His body was eaten and cannibalism was resorted to again and again until only a Swede and a Spaniard were left to tell the horrible tale when the rats devoured, after forty-eight days' experience, on an island of the South Pacific group, where the natives attended on their every want in a strong enough to proceed to Singapore in a junk.

In 1852 the metal bark *Compadre* caught fire at sea and was run ashore on Auckland Island to save the lives of all on board. There the castaways spent about an innumerable number of days as can be imagined, until rescued by a passing ship. Another metal bark, the *Henry James*, built from New South Wales to California, piled up on a coral reef near Polynesia Island. Her crew and passengers sought safety on this inhospitable place: a boat, with the mate and four men who had volunteered succeeded in reaching San Francisco after a starvation trip covering 1,300 miles in nineteen days, and the *Argentina* of the Oceanic Steamship Company's fleet of San Francisco, Cal., went out on her way to rescue the castaways in compliance with the urgent request of the dauntless volunteer boat's crew.

Owing to the fact that quite a number of sailing ships have met their fate on the islets of the lone Southern Ocean, between the meridians of the Cape of Good Hope and Australia, the maritime nations have deemed it necessary to establish depots of food and clothing on a few of the most important of the islands along the route. In the Hope Island, Crozet group, a French war vessel left a considerable supply of necessities in a hut erected near the landing place, and a similar arrangement was made by the British warship *Comus* on Possession Island, where she landed provisions enough for last fifty people fifty days. Another French warship established similar depots at the islands of Amsterdam, St. Paul and Kerquien. Near New Zealand there are also depots of a like nature on several of the islands, and a Government steamer visits the islands once or twice a year to replace such stores as may have become unfit for use and take off any castaways that may have arrived, irrespective of nationality. At Cape Beale and at Carmanah lighthouse, Vancouver Island, there are similar satisfactory stores for castaways. Needless to say, perhaps, the direction of the cache are clearly indicated on shore, so that the sailing arrivals may reach the provisions and clothing in the shortest possible intervals of time after landing, and notices with respect to them appear regularly in the Government publications issued to mariners by the several maritime nations.

If the report of our Chilean contemporary be true the unfortunate castaways escaped drowning only to die on land. Very seldom indeed of recent years has such a sad find been recorded as that just made public in the lonely islet of the Pacific, for steam and telegraphy are utterly opposed to any casualty to shipping remaining hidden from the world for a long interval.

PHILIPPINES.

Arrivals.

Hongkong, Br. s.s., 2,000, J. L. Slater, 11th Oct.,—Singapore 5th Oct., Gen.—Jon Teck Seng.

Flintshire, Br. s.s., 2,476, G. Cundy, R.N.R., 11th Oct.,—Singapore 4th Oct., Gen.—S. T. & Co.

Knivsborg, Br. s.s., 1,166, C. Bigg, 11th Oct.,—Matau, Gen., Gen. J. & Co.

Elfrid, Br. s.s., 2,262, G. Madrell, 11th Oct.,—Mojii 5th Oct., Coal.—B. & C.

Panther, Austrian gunboat, 600, Körber, 11th Oct.,—Shanghai 9th Oct.

Taming, Br. s.s., 1,356, A. W. Outerbridge, 12th Oct.,—Mandai 9th Oct., Gen.—R. & S.

Shoalstone, Br. s.s., 1,307, F. D. Northcombe, 12th Oct.,—Canton 1st Oct., Ballast.—S. O. Co.

F. Chapman, Am. ship, 2,013, R. Banfield, 23rd Aug.,—Manila 15th Aug., Ballast—A. K. & Co.

S. P. Hitchcock, Am. ship, 2,086, S. L. Zantz, 1st Sep.,—Manila 22nd Aug., Ballast—A. K. & Co.

SAILING VESSELS.

Eclipse, Br. br., 1,968, J. McBrady, and Oct.,—Canton 1st Oct., Ballast.—S. O. Co.

F. Chapman, Am. ship, 2,013, R. Banfield, 23rd Aug.,—Manila 15th Aug., Ballast—A. K. & Co.

S. P. Hitchcock, Am. ship, 2,086, S. L. Zantz, 1st Sep.,—Manila 22nd Aug., Ballast—A. K. & Co.

Steamers Expected.

Clearances at the Harbour Office.

China, for Bangkok.

iPhone, for Tsin-tau.

China, for Shanghai.

Mount, for Hongay.

Yellow, for Canton.

Ho-hu, for Kwang-chow-wan.

Departures.

China, for Canton.

Korea, for San Francisco.

Port, for Shanghai.

Itchuka, for Bangkok.

Kwun-ning, for Canton.

Kwai-ying, for Newchwang.

Tuscaror, for Moji.

Passengers arrived.

Per Hong Wan 7, from Singapore—1,216 Chinse.

Per Flintshire, from Singapore—Mr. and Mrs. Chalmers, Capt. Cox, and Mr. Barlow.

Per Taming, from Manai—Mr. T. D. Hargreaves, Capt. C. K. Gerley, Frank Hill, R. Grimeel, L. D. Swiss, A. C. Dunlop, Wm. H. Beedle, Mrs. L. B. Andersen, and Mr. Pedro Lands Tona.

Shipping Report.

Austr.-Hungarian gunboat *Panther* from Shanghai—Very fine weather, moderate monsoon on the Channel.

St. Hong Wan 1 from Singapore—Light NE by winds to Paracels, with very heavy NE swell from 7th to 8th inst., from thence moderate monsoon.

Vessels in Port.

STRANGERS.

Aki Maru, Jap. s.s., 1,095, M. Yagi, 6th Oct.,—Shanghai 3rd Oct., Flour and Gen.—N. V. K.

Irishman, Fr. s.s., 984, G. P. Conner, 3rd Oct.,—Bangkok 2d Sep., Rice—A. K. & Co.

Bonham, Fr. s.s., 900, Le Bail 2d Oct.,—Sai-ko 23d Sept., Rice and Gen.—Man.

Bonham, Fr. s.s., 900, Le Bail 2d Oct.,—Sai-ko 23d Sept., Rice and Gen.—Man.

Catia, Ital. s.s., 1,217, G. Beisito, 7th Oct.,—Bombay 17th Sept., and Singapore 2nd Oct., Gen.—C. & Co.

Catherine, Appear, Br. s.s., 1,730, D. A. Thomas, 10th Oct.,—Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. & Co., Ltd.

Clarke, N. s.s., 1,107, H. Nielsen, 10th Oct.,—Bangkok 24th Sept., Gen.—N. V. K.

Chun-sang, Br. s.s., 1,117, R. Cox, 1st Sept.,—Samarang 16th Sept., Sugar—J. M. & Co.

Dakota, Am. s.s., 1,305, E. Francke, 6th Oct.,—Seattle 3rd Oct., and Shanghai 2nd Oct., Gen.—N. V. K.

Daphne, Ger. s.s., 1,257, E. S. Hipp, 8th Oct.,—Clefu 1st Oct., Gen.—H. A. L.

Emma Luxen, Ger. s.s., 1,159, G. Corriand, 6th July,—Mauritius 20th June, Sugar—Wing Sia & Co.

Empress of China, Br. s.s., 3,039, R. Archibald, R.N.R., 23d S. P.,—Vancouver, B.C., 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. Co.

Haihung, Br. s.s., 1,267, A. E. Hodges, 10th Oct.,—Funchal 7th Oct., Amoy 8th, and Swatow 9th Gen.—J. L. & Co.

Alban, Fr. s.s., 372, L. Andersen, 11th Oct.,—Pa-hu and Hainan 10th Oct., Gen.—A. R. M.

Hankow Nor. s.s., 1,248, E. Olsen, 30th Oct.,—Mojii 26th Sept., Coal—Aganaid, Thureson & Co.

Hue, Fr. s.s., 705, Penier, 11th Oct.,—Huang-ho, Pukhoi, Hainan, and Kwing-chow 2nd Oct., Gen.—A. R. M.

Kohschang, Ger. s.s., 1,194, C. Koslensky, 4th Oct.,—Bangkok 10th Sept., and Hainan 10th Oct., Gen.—B. & S.

Laisang, Br. s.s., 3,020, P. M. B. Lake, 4th Oct.,—Calcutta 19th Sept., Penang and Singapore 28th Sept., Gen.—J. M. & Co.

Alban, Ger. s.s., 1,169, Goutard, 10th Oct.,—Canton 9th Oct., Gen.—J. & Co.

Merapi, Fr. s.s., 1,592, R. M. S. Ulard, 10th Oct.,—Singapore 1st Oct., Sugar—Tung-hye Loong.

Mision Maru, Jap. s.s., 1,204, Twane, 5th Oct.,—akoo 2nd Oct., Gen.—Japanese.

Monteagle, Br. s.s., 3,013, S. Robinson, 14th Sept.—Vance-10th Aug., and hainai 11th Sept.,—Flour, Lead and Gen.—C. P. R. Co.

Nan-han, Br. s.s., 1,299, A. Jones, 3th Oct.,—Silicon 2nd Oct., rice—B. & Co.

Neil MacLeod, Am. s.s., 1,01, E. Corral, 10th June,—Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June—Manila 9th June, Ballast—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Goseurach, 1st Oct.,—Bangkok 10th and Swatow 10th Sept., Rice and Timber—M. & Co.

Petrach, Ger. s.s., 1,162, R. Hafte, 12th June,—Saigon 7th June, Gen.—S. W. & Co.

Quaria, Ger. s.s., 1,15, H. Madsen, 4th Oct.,—Sourabaya 23rd Sept., Sugar and Gen.—S. W. & Co.

Ras Dara, Br. s.s., 2,495, J. McCambridge, 6th Oct.,—Cardiff 21st Aug., Coal—Admiralty, Rutherford, Br. s.s., Burns, 1,701, 10th Oct.,—Newcast 19th Sept., Coal—McG. Bros. & Gow.

Sarigan, Am. s.s., 428, Vittoria, 7th Sept.,—Manila 6th Sept., Ballast—Order.

Shabekhan, Br. s.s., 1,610, J. H. Scott, 1st Oct.,—Raigoa 26th Sept., Gen.—W. F. S. Bing.

Taikosan Maru, Jap. s.s., 1,034, I. Narasaki, 10th Oct.,—Kuchinotu 10th Oct., Coals—M. B. K.

Uniform, Nor. s.s., 2,095, Olsen, 6th Oct.,—Mojii 19th Sept., Coal—M. B. K.

W. W. Walker, 10th Oct.,—Shanghai 2nd Sept., Ballast—J. M. & Co.

Wongkong Ger. s.s., 1,115, W. Rehn, 10th Oct.,—Kohschang (Bangkok) and Oct., Rice and Meal—B. & S.

Flintshire, Br. s.s., 2,476, G. Cundy, R.N.R., 11th Oct.,—Singapore 4th Oct., Gen.—S. T. & Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. X. Xandaro Echaz, 15th June—Manila 12th June, Ballast—Barretto & Co.

Zafiro, Br. s.s., 1,629, R. Rodger, 9th Oct.,—Manila 6th Oct., Gen.—S. T. & Co.

Zingora, Br. s.s., 2,211, C. N. Thompson, R.N.R., 8th Oct.,—Moromo 26th Sept., Coal—B. & Co.

Macdonnell Road:—8.50 a.m., 10.50 a.m., 1.25 p.m. on week-days and 9.35 a.m. on Sundays.

Ladder St.:—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road:—8.50 a.m., 10.50 a.m., 1.25 p.m. on week-days and 9.35 a.m. on Sundays.

No. 2 Police Station:—8 a.m., 11 a.m., 1 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under:

Park View:—9.35 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on week-days and 9.35 a.m. on Sundays.

Ladder St.:—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road:—8.50 a.m., 10.50 a.m., 1.25 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road:—8.50 a.m., 10.50 a.m., 1.25 p.m. on week-days and 9.35 a.m. on Sundays.

No. 2 Police Station:—8 a.m., 11 a.m., 1 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

VISITORS AT THE HOTELS.

Steamers Expected.

HONGKONG.

<div data-b

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIEN."

Captain Courte, will be despatched for MAR-
SEILLES on TUESDAY, the 16th October,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line's.s. "Dumbarton" bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. "TOURANE" 30th October.
S.S. "AUSTRALIEN" 13th November.

S.S. "TONKIN" 27th November.

S.S. "ERNEST SIMONS" 11th December.

S.S. "CALEDONIEN" 25th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd October, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Steamer.	Tons.	Captain.	Sailing.
Shaumut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. P. Garlick	20th Nov.
Platades	3,753	F. G. Purington	
Lyra	4,417	G. V. Williams	

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The two-screw s.s. "Shaumut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 4th October, 1906.

[12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUERZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 27th October.

"GHAZEE" 24th November.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st October, 1906.

[13]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiorress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

[14]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

Per Case.

BRANDY	822.50	20.00
		16.75
WHISKY, PALL MALL		20.00
JOHN WALKER & SONS' OLD HIGHLAND		12.50
C. P. & CO'S SPECIAL BLEND		10.50
PORT WINE, INVALIDS		20.00
DOURO		13.75
SHERRY, AMOROSO		20.00
LA TORRE		16.00
BENEDICTINE, D.O.M.		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905.

[15]

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

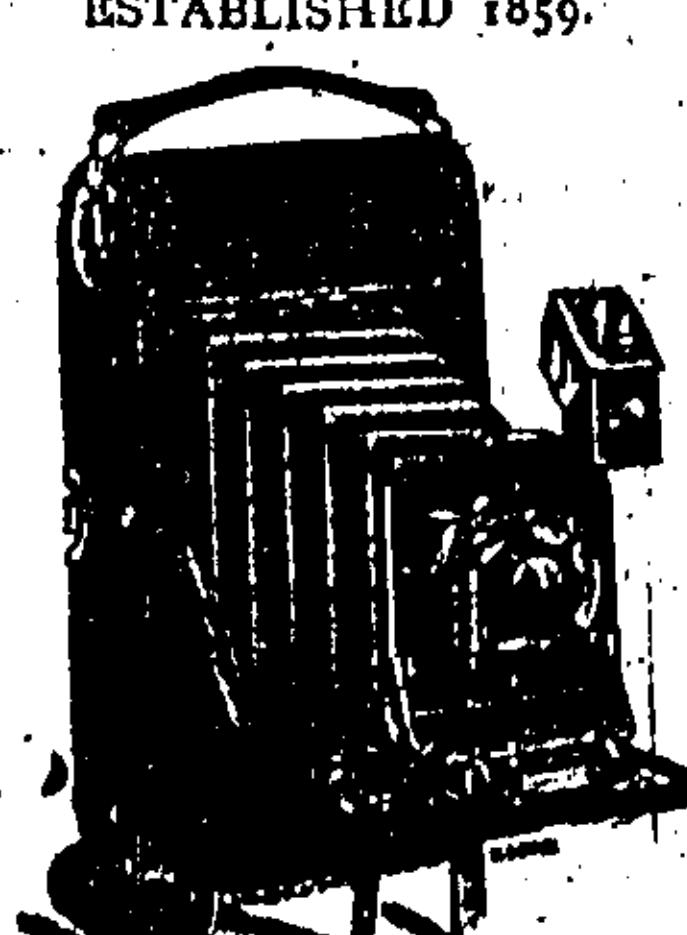
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

[16]

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADDOORIE & CO. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RECENT PRICE QUOTATION.	CLOSING QUOTATION.
				RESERVE	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	Fr. 1,000,000	\$125	\$125	\$10,000,000 \$10,250,000 \$20,000,000 \$12,735 \$15,000	\$1,712,472	\$1.15- @ Ex. 2/11=\$16.47 for first half- year 1906	\$3 1/2
National Bank of China, Limited	10,925	\$7	\$6	\$74,099	\$2 (London 3/6) for 1905	...	\$47
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 50,000	Tls. 302,653	Interim div. of 7/10 @ ex 2/10 15/10 Tls. 2.62 on account 1905	6 %
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$311,131 \$151,844	\$2,792,271	Interim div. of 13/1 for 1905	4 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$220,488	\$508,334	\$12 and \$3 special dividend for 1904	3 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,20,028	\$422,618	\$6 for 1st 1/4	6 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$6,663	\$25 for 1904	7 1/2 %	
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,518 \$93,562	Nil.	\$1 for 1905	6 1/2 %
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$20,000 \$600,000	\$5,464	\$21 for year ended 30/6 1905	6 %
Hongkong, Canton & Macao Steamship Co., Ltd.	50,000	\$15	\$15	\$144,386 \$120,000 \$280,918	\$2,412	\$1 for 1st half-year 1906	7 1/2 %
Indo-China Steam Navigation Company	10,000	\$10	\$10	\$3,000 \$10,000	Tls. 23,156	10/- @ ex. 2/11/16=\$1.60	6 1/2 %
Shanghai Tug and Lighter Company, Limited	100,000	\$50	\$50	\$40,000 \$141,444	Tls. 107,815	Interim div. of Tls. 23/11 a/c 1906	9 1/2 %
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	\$65,000	\$218	1/- (Coupon No. 6) for 1905	4 1/2 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$30,000 \$10,000 \$18,000	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$1.50 for year ending 30/4/1906.	3 1/2 %
Taku Tug and Lighter Company, Limited	10,000	\$15	\$15	\$70,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$860,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2 %
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	Tls. 3,723	\$2 for 1897	5 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	\$15	\$15	\$100,000	Tls. 24 for year ending 30/9/04	5 1/2 %	
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	\$10,000 \$16,017	\$13,355	1/- (No. 6) interim div. for 12 months ending 28/2/06	7 1/2 %
Oriental Consolidated Mining Company, Limited	100,000	\$10	\$10	none	G \$90,050	Final of 50 cents making G \$1 for 1905	7 %
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	Dr. \$8,745	No. 12 of 1/-=48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	5 1/2 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50</td					